

## AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph [0011] in the published version of the above-captioned application with the following rewritten paragraph [0011]:

-- [0011] Referring to the figures, FIG. 1 illustrates a door 10 for an automotive vehicle 12 incorporating a latch 20 mechanism according to one embodiment of the invention. The door 10 is hinged to the vehicle 12 for pivotal movement between a closed position nested within an opening 14 in the vehicle and an opened position to allow access into the vehicle 12 through the opening 14. The latch mechanism 20 is fixedly mounted to the door 10 for releasably locking the door 10 in the closed position. --

Please replace the paragraph [0012] in the published version of the above-captioned application with the following rewritten paragraph [0012]:

-- [0012] Referring to [[FIG.]] FIGS. 1-3, the latch mechanism 20 includes a housing 19 having a first side 21 and an opposite second side 23. A latch hook 22 is mounted to the first side 21 of the housing 19 and is lockably engagable with a striker bar 24 fixedly secured to the vehicle 12. The latch hook 22 is movable between a locked position lockingly engaged with the striker bar 24 and an unlocked position disengaged with the striker bar 24 to allow movement of the door 12 between the closed and opened positions. The latch hook 22 is biased toward the locked position by a biasing member (not shown) of any suitable variety, such as a clock spring extending between the latch mechanism 20 and the latch hook 22. A release lever 30 is pivotally mounted to a mounting bracket 31 ~~in the latch mechanism 20 that is mounted to the second side 23 of the housing 19 and is~~ operatively coupled to the latch hook 22 for moving the latch hook 22 between the locked and unlocked positions in response to clockwise and counterclockwise movement of the release lever 30, as viewed in FIGS. 2 and 3. A detailed description of the structure and function of such a latch mechanism 20 is disclosed in applicant's commonly owned U.S. Pat. No. 6,328,353 B1 issued on Dec. 11, 2001, which is incorporated herein by reference in its entirety. -

Please replace the paragraph [0014] in the published version of the above-captioned application with the following rewritten paragraph [0014]:

-- [0014] The latch mechanism 20 includes an inertia lever 50 extending between opposite proximal and distal ends 52, 54. The distal end 54 is defined by a bent tab 58 engagable with either the abutment surface 40 or the slot 42 in the release lever 30. The proximal end 52 of the inertia lever 50 is pivotally coupled to the mounting bracket 31 by a pivot pin 56 for moving the tab 58 between engagement with the abutment surface 40 or the slot 42. A biasing member 60 extends between the inertia lever 50 and the ~~latch mechanism 20~~ housing 19 for biasing the inertia lever 50 in a counterclockwise direction, as viewed in the figures, towards engagement with a stop 62 formed in the mounting bracket 31. With the inertia lever 50 abutting the stop 62, the tab 58 is presented for moving in and out of the slot 42 to allow counterclockwise and clockwise movement of the release lever 30 about the pivot pin 33 for actuating the latch hook 22 between the unlocked and locked positions, respectively. The first side 44 of the slot 42 and the tip 48 engage the tab 58 to lightly toggle the inertia lever 50 in and out of contact with the stop 62 during clockwise and counterclockwise rotation of the release lever 30. --

Please replace the paragraph [0016] in the published version of the above-captioned application with the following rewritten paragraph [0016]:

-- [0016] In operation, under normal vehicle operating conditions, the release lever 30 is rotated counterclockwise and clockwise for actuating the latch hook 22 between the unlocked and locked positions, respectively. The biasing member 60 continuously biases the inertia lever 50 against the stop 62. As a result of this bias, the release lever 30 is permitted to rotate counterclockwise to unlock the latch hook 22 because the slot 42 is generally aligned with the tab 58 enabling the tab 58 to enter the slot 42. In addition, the arcuate movement of the release lever 30, causes the first side 44 of slot 42 and the tip 48 to engage the tab 58 to rock the inertia lever 50 in and slightly out of contact with the stop 62 during clockwise and counterclockwise rotation of the release lever 30 to prevent the inertia lever 50 from binding on the pivot pin 56. --

Appl'n No: 10/522,507

Amdt dated March 25, 2008

Reply to Office action of December 27, 2007

Please replace the paragraph [0019] in the published version of the above-captioned application with the following rewritten paragraph [0019]:

-- [0019] Many ~~modification~~ modifications and variations of the present invention are possible in light of the above teachings. It is, therefore, to be understood that within the scope of the appended claims, the invention may be practiced other than as specifically described. --